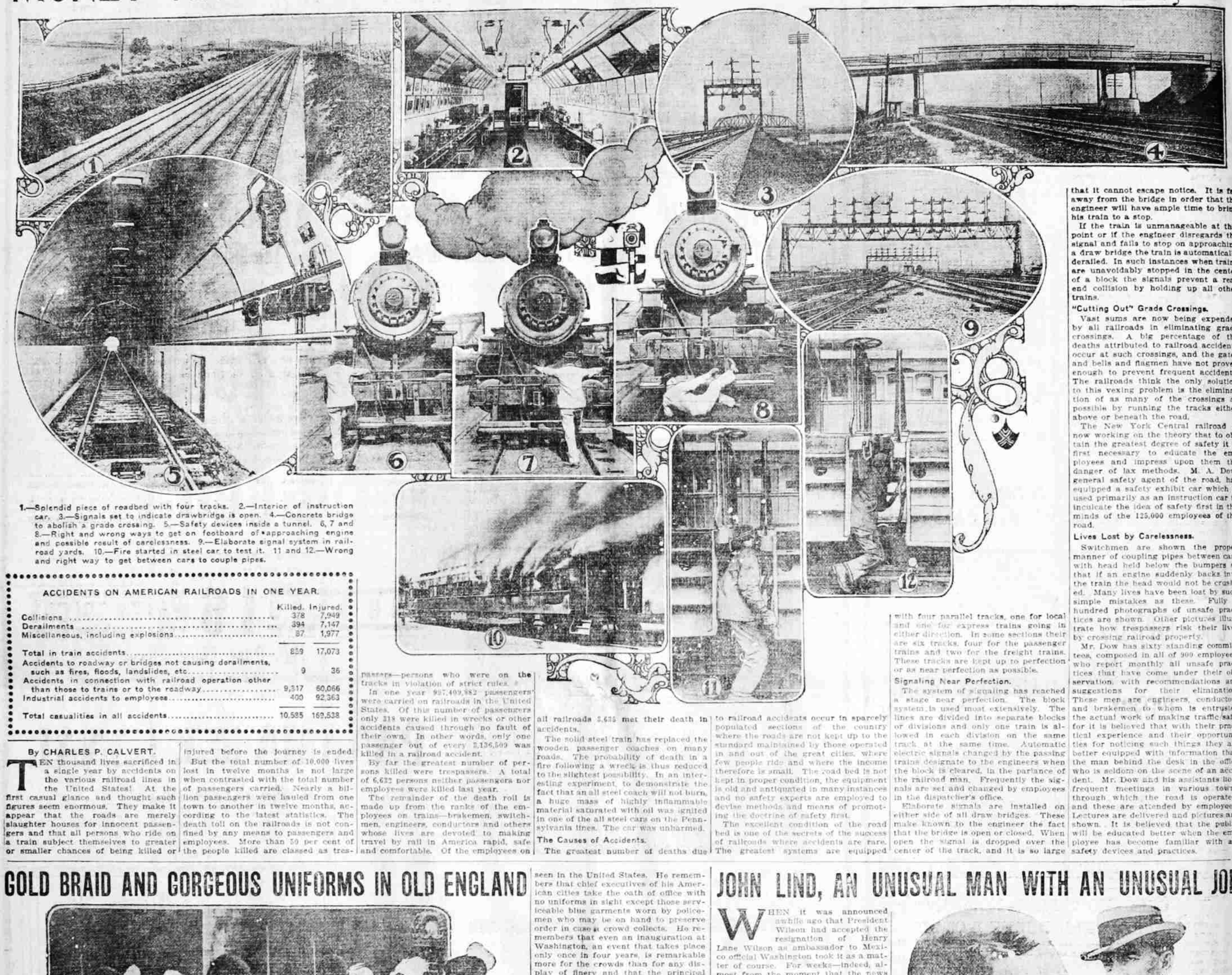
NOTES MADE WITH PEN AND CAMERA

MONEY AND BRAINS USED TO MAKE RAILROAD TRAVEL SAFE



1.—Splendid piece of roadbed with four tracks. 2.—Interior of instruction car. 3.—Signals set to indicate drawbridge is open. 4.—Concrete bridge to abolish a grade crossing. 5.—Safety devices inside a tunnel. 6, 7 and 8.—Right and wrong ways to get on footboard of approaching engine and possible result of carelessness. 9.—Elaborate signal system in railroad yards. 10.—Fire started in steel car to test it. 11 and 12.—Wrong and right way to get between cars to couple pipes.

ACCIDENTS ON AMERICAN RAILROADS IN ONE YEAR.

	Killed.	Injured.
Collisions	378	7,949
Derailments	394	7,147
Miscellaneous, including explosions	87	1,977
Total in train accidents	859	17,073
Accidents to roadway or bridges not causing derailments, such as fires, floods, landslides, etc.	9	36
Accidents in connection with railroad operation other than those to trains or to the roadway	9,317	60,066
Industrial accidents to employees	400	92,363
Total casualities in all accidents	10,585	169,538

By CHARLES P. CALVERT.

TEN thousand lives sacrificed in a single year by accidents on the various railroad lines in the United States! At the first casual glance and thought such figures seem enormous. They make it appear that the roads are merely slaughter houses for innocent passengers and that all persons who ride on a train subject themselves to greater or smaller chances of being killed or injured before the journey is ended.

But the total number of 10,000 lives lost in twelve months is not large when contrasted with the total number of passengers carried. Nearly a billion passengers were hauled from one town to another in twelve months, according to the latest statistics. The death toll on the railroads is not confined by any means to passengers and employees. More than 50 per cent of the people killed are classed as trespassers—persons who were on the tracks in violation of strict rules.

In one year 987,409,882 passengers were carried on railroads in the United States. Of this number of passengers only 318 were killed in wrecks or other accidents caused through no fault of their own. In other words, only one passenger out of every 3,136,509 was killed in a railroad accident.

By far the greatest number of persons killed were trespassers. A total of 6,622 persons neither passengers nor employees were killed last year.

The remainder of the death roll is made up from the ranks of the employees on trains—brakemen, switchmen, engineers, conductors and others whose lives are devoted to making travel by rail in America rapid, safe and comfortable. Of the employees on all railroads 3,635 met their death in accidents.

The solid steel train has replaced the wooden passenger coaches on many roads. The probability of death in a fire following a wreck is thus reduced to the slightest possibility. In an interesting experiment, to demonstrate the fact that an all steel coach will not burn, a huge mass of highly inflammable material saturated with oil was ignited in one of the all steel cars on the Pennsylvania lines. The car was unharmed.

The Causes of Accidents.

The greatest number of deaths due to railroad accidents occur in sparcely populated sections of the country where the roads are not kept up to the standard maintained by those operated in and out of the great cities, where few people ride and where the income therefore is small. The road bed is not kept in proper condition, the equipment is old and antiquated in many instances and no safety experts are employed to devise methods and means of promoting the doctrine of safety first.

The excellent condition of the road bed is one of the secrets of the success of railroads where accidents are rare. The greatest systems are equipped with four parallel tracks, one for local and one for express trains going in either direction. In some sections their are six tracks, four for the passenger trains and two for the freight trains. These tracks are kept up to perfection or as near perfection as possible.

Signaling Near Perfection.

The system of signaling has reached a stage near perfection. The block system is used most extensively. The lines are divided into separate blocks or divisions and only one train is allowed in each division on the same track at the same time. Automatic electric signals changed by the passing trains designate to the engineers when the block is cleared, in the parlance of the railroad man. Frequently the signals are set and changed by employees in the dispatcher's office.

Elaborate signals are installed on either side of all draw bridges. These make known to the engineer the fact that the bridge is open or closed. When open the signal is dropped over the center of the track, and it is so large that it cannot escape notice. It is far away from the bridge in order that the engineer will have ample time to bring his train to a stop.

If the train is unmanageable at this point or if the engineer disregards the signal and fails to stop on approaching a draw bridge the train is automatically derailed. In such instances when trains are unavoidably stopped in the center of a block the signals prevent a rear end collision by holding up all other trains.

"Cutting Out" Grade Crossings.

Vast sums are now being expended by all railroads in eliminating grade crossings. A big percentage of the deaths attributed to railroad accidents occur at such crossings, and the gates and bells and flagmen have not proved enough to prevent frequent accidents. The railroads think the only solution to this vexing problem is the elimination of as many of the crossings as possible by running the tracks either above or beneath the road.

The New York Central railroad is now working on the theory that to obtain the greatest degree of safety it is first necessary to educate the employees and impress upon them the danger of lax methods. M. A. Dow, general safety agent of the road, has equipped a safety exhibit car which is used primarily as an instruction car to inculcate the idea of safety first in the minds of the 125,000 employees of the road.

Lives Lost by Carelessness.

Switchmen are shown the proper manner of coupling pipes between cars with head held below the bumpers so that if an engine suddenly backs into the train the head would not be crushed. Many lives have been lost by such simple mistakes as these. Fully a hundred photographs of unsafe practices are shown. Other pictures illustrate how trespassers risk their lives by crossing railroad property.

Mr. Dow has sixty standing committees, composed in all of 900 employees, who report monthly all unsafe practices that have come under their observation, with recommendations and suggestions for their elimination. These men are engineers, conductors and brakemen to whom is entrusted the actual work of making traffic safe, for it is believed that with their practical experience and their opportunities for noticing such things they are better equipped with information than the man behind the desk in the office who is seldom on the scene of an accident. Mr. Dow and his assistants hold frequent meetings in various towns through which the road is operated, and these are attended by employees. Lectures are delivered and pictures are shown. It is believed that the public will be educated better when the employee has become familiar with all safety devices and practices.

GOLD BRAID AND GORGEOUS UNIFORMS IN OLD ENGLAND

Photos by American Press Association.

Upper—King George and Queen Mary at investiture of Prince of Wales with Order of the Garter. Lower—"Beefeaters" on parade.

PRECEDENT is an essential part of English life. The government itself in form is ancient, though in actual fact it is much like modern republics, and King George of England has less actual power than President Wilson. But what King George lacks in power he makes up in pomp. The gorgeous uniforms that he can don—and does don—would make the attire of the former president of Princeton university look extremely uninteresting even if Mr. Wilson wore the uniform of an admiral or general, costumes that the president of the United States has a right to wear, though no chief executive ever had such uniforms made for himself.

The English government, based largely on custom, pays much attention to ceremony. At any official function in Great Britain the participants are guided by long established usage, and they must show all the insignia of office that precedent dictates. Mayors of cities have special hats, epaulets, collars, capes and other garments, and the manufacture of gold braid is an important and flourishing enterprise in Great Britain.

When King George is concerned in the ceremony the display of finery is more than doubled. Every person concerned in the exercises, whether it be the laying of a cornerstone, the opening of parliament, the granting of a new title to some wealthy supporter or ambitious princeling, hunts up his most gorgeous raiment and arrays himself in all his finery with all the decorations and insignia of orders to which he is entitled pinned to his chest.

The American who chances to see one of these displays in England is diverted and often amazed. He compares it with similar events he has seen in the United States. He remembers that chief executives of his American cities take the oath of office with no uniforms in sight except those serviceable blue garments worn by policemen who may be on hand to preserve order in case a crowd collects. He remembers that even an inauguration at Washington, an event that takes place only once in four years, is remarkable more for the crowds than for any display of finery and that the principal figures in the affair wear modest black frock suits.

Take a similar event in England and there will be more red tape, gilt braid, cloth of gold, ermine, lace ruffles and what not than could be found in an American state if theatrical warehouses and stage costumers' establishments are not visited. Every person who takes part in the ceremony will have something to indicate his position and rank, some mark that sets him apart from his fellows. The whole affair will look much like a fancy dress ball or a masquerade with the masks removed.

Typical of the English adherence to custom and the love of finery characteristic of the British are the Yeomen of the Guard, colloquially and fondly known as the Beefeaters. This organization dates back to 1485, when King Henry VII. organized the corps which has been in continuous existence as a part of the royal household. They serve as the bodyguard of the sovereign on state occasions, and they offer an interesting contrast to the three or four secret service men in business suits who accompany the president of the United States and watch over him during his public appearances—when he doesn't try to evade them, as some presidents have managed to do.

The Yeomen of the Guard wear the same uniforms that were designed for them more than four centuries ago. The tower warders, familiar to tourists in London, wear uniforms similar to the Yeomen of the Guard, and also carry the long handled cutting weapons, which would be far from effective against the modern magazine pistol. But weapons do not have to be effective or deadly to be used for show and ceremony. Utility has no place in the scheme that includes gorgeous spectacles and imposing ceremony as essential to the proper doing of things.

These brilliant uniforms serve a purpose in keeping affairs in statu quo. They remind the onlooker that what is being done is regular and systematic, that it is being done the way it has always been done and in due and orderly process. The gold braid and other accoutrements are the emblems of authority, the symbols of precedent and power. Their impressiveness impresses and are thereby impressive.

BOBBITT HOLLAND.

JOHN LIND, AN UNUSUAL MAN WITH AN UNUSUAL JOB

Photograph of Lind, copyright by Zimmerman; of Wilson, copyright, 1913, by American Press Association.

JOHN LIND. HENRY LANE WILSON.

WHEN it was announced awhile ago that President Wilson had accepted the resignation of Henry Lane Wilson as ambassador to Mexico official Washington took it as a matter of course. For weeks—indeed, almost from the moment that the news of President Madero's death and the details thereof reached this country—his ultimate withdrawal from office had been looked upon as a foregone conclusion.

But if official Washington heard of Mr. Wilson's resignation without surprise it was not so with the announcement that speedily followed. Before any time was given for speculation as to whom the Mexican ambassador's successor might be President Wilson calmly announced that John Lind, ex-governor of Minnesota—Lind the imperturbable, Lind the political stormy petrel of the northwest—would go to Mexico City.

Official and diplomatic Washington literally and figuratively sat back and gasped. It gasped some more when it was told that Lind was not going as ambassador extraordinary or even with special powers, for that would entail a recognition of the Huerta government by the national administration, which President Wilson was determined not to accord, but as a private citizen, without credentials, as the personal representative of the president of the United States.

The position was an anomaly in the conduct of diplomatic affairs. It had no precedent. Without credentials Mr. Lind would have no more standing than a private citizen and his presence on Mexican soil might lead to serious complications. Therefore Washington asked, first, why the president had created such a job, and, second, why he had picked John Lind, above all others, for it. The answer came readily enough to those who knew Lind. The others had to take their word for it.

It was pointed out that for an unusual job an unusual man was needed. It was also pointed out that Mr. Lind neither understood Spanish nor was he conversant with the Mexican situation. It is entirely probable that these very reasons impelled the president to select him for his delicate and dangerous mission—these and the Lind imperturbability already mentioned.

Mr. Lind was born in Sweden fifty-nine years ago. He and Senator Knute Nelson have been keen political rivals for years—ever since Mr. Lind decamped from the Republican party and went over to the Democrats. Previous to that the Lind-Nelson combination held a mortgage on the strong Scandinavian vote in Minnesota.

As long as this alliance held, which it did until 1896, there was not a Democrat in Minnesota who had a chance for even a nibble at a job. In that year Mr. Lind declared for Bryan and free silver.

Lind was elected the first Democratic governor of Minnesota in 1899, after his return from the Spanish war, where he served as a lieutenant of the Twelfth Minnesota volunteers. At the following election, however, Knute Nelson and the Republicans came back in a whirlwind campaign and defeated him for re-election. In 1910 he was again nominated by the Democrats, but after the convention he went off to California, where for weeks he declined to answer yes or no to the nomination. Finally he refused to accept it. That year the Nelson organization elected Governor Eberhart.

Mr. Lind is a man of action, cool headed, alert and a fighter; but, above all, he is silent, inscrutable. It is this quality which stands him in good stead in the present situation. There is no danger of John Lind doing anything in the heat of excitement that will embarrass the administration. Excitement is a word that is not in his vocabulary. ARTHUR J. BRINTON.